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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

COUNTRY: G.D.R.

SUBJECT: Railroads in the Schwerin Railroad District

DATE: 3 September 1953

NO. OF PAGES: 3

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PLACE
ACQUIREDDATE OF
INFO.NO. OF ENCLS.
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SUPPLEMENT TO
REPORT NO.

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1. Ludwigslust-Holthusen-Schwerin line.

The Schwerin-Goerries-Krebsfoerden double-track section was scheduled to be extended as far as Holthusen by mid-1955 to increase the capacity of this line, which was overloaded by the Hagenow-Land-Holthusen and the Parchim-Krebsfoerden feeding lines. Source stated that the line carried a daily average of 35 trains in both directions and that this number was to be increased to 120 trains. Source said that no greater capacity could be attained because of insufficient facilities at the railroad stations in the direction of Parchim-Langerhagen.

2. Bützow-Blankenberg-Bad Kleinen-Schwerin line.

No expansion was planned for the near future.

3. Schwane-Rostock main railroad station line.

The Schwane-Rostock line was overloaded by the influx from Guestrow as a result of the reconstruction of the Bützow-Schwane line. Having a capacity of 60 trains, the line very often had to carry 75 trains and, especially at rush hours, the traffic was difficult. Late trains were a frequent occurrence. The Hückstorf and Papendorf block stations were planned to be converted into crossing stations in 1953. Although the available permanent ways were to be used, the construction could not be started as a result of lack of material.

4. Wittenberge-Ludwigslust line.

The Gruenhof block station between the Ludwigslust and Grabow railroad stations was scheduled to be converted into a crossing station with an additional 300-meter track in 1953.

5. Schwane-Bützow line.

On 3 October 1952, the Schwane-Bützow line, which had been dismantled in 1945, was reopened to traffic. The line had only one block station at Kassew, which did not suffice for the 14-km line. The Kassew block station was planned to be converted into a crossing station in 1953 to raise the capacity of this section.

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from 42 to 60 trains.³

6. Bad Kleinen-Wismar line.

No changes planned.

7. Ludwigslust-Hagenow Land-Schwanheide line.

No new measures planned.

8. Warnemuende-Rostock line.

The 14-km Warnemuende-Rostock line was single-track prior to 1951. As the line proved incapable of handling the increasing requirements of both commuter and freight traffic, the Bramow-Rostock section was made double-track during the second half of 1952, and the capacity of the line was brought from 56 to 118 trains. Since, however, the line from Bramow as far as Warnemuende was still single-track, the capacity of the entire section could not be fully utilized. A small-scale improvement resulted from a crossing loop, 700 meters long, which was put into operation at the Schmal railroad station on 1 October 1952. The Bramow-Warnemuende section was expected to be made double-track as soon as the required material was available.⁴

9. Herrnburg-Bad Kleinen line.

No new measures.

10. Wittenberge-Neustadt/Dosse line.

No new measures.

11. Buetzow-Neubrandenburg line.

No new measures were planned as the Buetzow-Neubrandenburg line was not yet utilized to capacity.

12. Hagenow Land-Holthusen line.

No major measures planned.

13. Rostock-Velgast-Stralsund line.

The capacity of the Rostock-Velgast-Stralsund line was to be increased by between 10 and 16 trains. Small block stations were to be improved until the end of 1953, to attain a higher capacity.

14. Guestrow-Karow-Fritzwalk-Neustadt/Dosse line.

The Guestrow-Karow-Fritzwalk-Neustadt/Dosse line is a secondary line which is used for traffic to the area of central Germany, to unburden the main lines. In an effort to handle this rather heavy traffic, two new crossing loops, each 1,000 meters long, were laid in Fritzwalk, and the curve at Priemowald was established for the crossing of the Guestrow-Neubrandenburg line, thus making it possible for trains to go directly to and from Rostock, thereby passing the heavily strained Guestrow railroad station. A crossing loop, 650 meters long, was built at the Sehensdorf block station. A new railroad station crossing was constructed between the

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Krakow and Karow railroad stations. The tracks to Hoppenwalde, Canzlin and Plau, which could carry only locomotives of light axle pressure, were extended 800 meters. The line was planned to be improved and straightened to make it possible for locomotives of 50 and 52 type with an average speed of 50 km/h and a maximum load of 1,200 tons, to operate on this line. The maximum load capacity of this line is 1,000 tons. Facilities for locomotives were improved at the Meyenburg railroad station.⁵

15. Rostock-Wismar line.

The Neubukow and Kroepelin railroad stations were improved to come up to increased loading requirements. The Neubukow railroad station was given two new shunting tracks, each 700 meters long, and a new loading track. The loading track at the Kroepelin railroad station was extended 500 meters. A new shunting track was scheduled to be built at the Kroepelin railroad station in 1953. Excessive costs of earthwork required for the installation of additional tracks made the construction of these tracks impossible. The two railroad stations were chiefly used for loading operations in connection with the AAA firing range in Rerik, located nearby. The construction of a new military railroad station in the woods between Teschow and Neubukow was planned to unburden the other two stations. This new military station was scheduled to have direct connection with the Rostock-Wismar autobahn. The surrounding woods were planned to be left untouched for camouflage reasons.⁶

1. Comment. Information on the reconstruction of the second track of the short but important Krehsefuerden-Holthusen section which was planned for 1953, was also supplied by other
2. Comment. The still single-track Schwaan-Rostock line is overloaded as it is served by the Buetzow-Schwaan single-track line (see paragraph 5 of this report) and the Guestrow-Schwaan single-track line.
3. Comment. The completion of this line was also reported by another
4. Comment. Work on the remaining Bramow-Harnemuende section was planned.
5. Comment. This information confirms previous information the permanent way of this line was to be improved for heavy trains in 1953.
6. Comment. The railroad stations mentioned were previously reported as stations serving the AAA range in Wustrow which is used by the Soviet Army. the Neubukow railroad station would be expanded. The new railroad station between Teschow and Neubukow was not contained in the 1953 construction program.

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